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Hongkong Daily Press.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On October 28th, at Shanghai, the wife of J. A. UNGERMAN, of a daughter.

On October 28th, at Shanghai, to Mr. and Mrs. J. DELBROCK, a son.

On October 28th, at Shanghai, to Mr. and Mrs. N. T. SANDERS, a daughter.

On October 28th, at the Austro-Hungarian Consulate-General, Shanghai, to Mr. and Mrs. E. von HIRSCH, a daughter.

MARRIAGE.

On October 17th, at Poochow, JAMES HELBLING to BARBARA ABBOTT.

DEATH.

On October 28th, at Shanghai, the three months old son of Mr. and Mrs. ARTHUR BARISO.

HONGKONG OFFICE: 104, DES VUEX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 6TH, 1907.

But a few days ago we spoke of the habit of the Chinese of protesting, with or without reason, against what they considered foreign innovations, without taking thought as to their purpose or incidence. That in many instances they had reason on their side we showed in the instance of the Post Office, though even here, as in so many other instances, the cause really came from their own neglect to take into consideration a glaring want. A more remarkable instance of the ingrained habit of protesting with or without reason, which becomes in these matters a matter of quite secondary consideration, is afforded in the opposition to the alleged "forced" loan for the purpose of constructing the main railway line from Soochow by way of Hangchow to Ningpo. Now if this opposition were the genuine outcome of national or patriotic feeling we

should be bound, however much we dissented from it, to treat it with respect; but its very wildness and the methods adopted to keep it alive demonstrate how little there is of what can be considered genuine about the whole affair. It is, in fact, as the whole of the "Boxer" movement of 1900, simply the artificial product of a small band of malcontents, who exist in China as in every other country under the sun where disaffection is played with and made a pot of, and the inciting motive is not so much dislike to the foreigner in person, as the antipathy of the reactionary to change of any sort, especially if likely to be beneficial. Doubtless, as in all movements of the sort the individuals who permit themselves to be made most prominent and who always appear on the surface of these so-called popular reactions, are not by any means the original instigators; that is a role undertaken by a more dangerous, because concealed, class of recusants who take good care to keep themselves in a safe obscurity. The foolish young men who threaten suicide as a proof of their sincerity are more generally dupes than sinners, and the present instance is only following the ordinary rule of popular agitations. Except in the minds of a few reactionaries who would willingly see China return to the state of semi-barbarism to which she was brought by the corrupt rule of the feeble successors of Kienlung in the first half of the last century, there is a general consensus of native opinion that what the empire most needs is to have its communications allowed to fall into disorder through misgovernment, put into order; and as the only means of accomplishing this is by making railways, railways themselves are in favour. So much is this the case that the mischief-makers amongst the reactionaries find it a hopeless task to inveigh against the railways themselves, so have had to change their plans. It is always an easy task in any homogeneous country to raise an outcry against the foreigner as such, and China is no exception to the rule, and as under existing conditions the people at large have in business matters no confidence in their own governing classes, the reactionaries knowing that the placing of railways in official hands implies their postponement till St. Tibb's eve, they have been skillfully playing upon this anti-foreign element. The movement has, in fact, for its object not to induce the people to rally round their own kith and kin in the construction of the main lines, but to put an end to the building of railways altogether. As to what is certain to occur in entrusting their own money in official hands we have a pretty plain object lesson in the Canton-Hankow line. Here, it is true, the Chinese had a good cause of complaint against the original concessionaires. The right to make this most important of the main railway lines had been granted under certain stipulations to the representatives of certain American capitalists; one of these stipulations was that without consent the acquired rights could not be surrendered nor transferred; such clauses occur in every lease, and are in such a transaction practically essential. Ignoring these clauses altogether, the Syndicate after delaying beyond the stipulated period for commencing, without consulting the Chinese Government, made a contract to sell their concession to the same Russo-Belgian syndicate as had made the line from Hankow to Peking. In addition to this being ultra vires, the Chinese Government had its own reasonable objections to the southern line falling into the same hands, but instead of going in a straightforward way to exercise its rights under the agreement, it encouraged its people in a cry of China for the Chinese, and the cancelling of the contract in obedience to what was practically mob law. Subscriptions were invited from the masses as a patriotic measure, and a sort of income scrip was issued. How much money was raised in this way cannot be correctly ascertained, but the very first action of the managers who worked the affair was to put the money in private hands and appoint their own friends to "manage" it as a semi-official affair. No accounts have been kept nor rendered, and it almost goes without saying that no steps have been taken to apply the money collected to the making of the railway. The subscribers have tried to assert their right to appoint their own directors, but on one pretence or other no progress has been made, and to all appearance the whole of the money has been applied to other purposes; but what does not appear, for according to Chinese practice, an official can never be asked to account for the receipts of his office. So has faced the first attempt of the Chinese to build their own railways. We may for a moment cast a glance at the other side, and see in

what respect the Chinese people have lost in having their lines built for them on loan. The first instance of this is the Chilli Line, stretching from Peking to Shan-hai-kwan. This has been carried out honestly and cheaply; practically it is managed by the Chinese Government, only the permanent way and the engineering works which remain as security for the advance (till it is repaid being under foreign control). That the public are badly served, whether they are English or Chinese, is a matter of notoriety, but beyond such interference as shall secure the keeping up of their security, the English representatives do not appear on the scene. Very much the same may be said of the line from Peking to Hankow where the line is left as much as possible to the Chinese staff, subject only to the necessary supervision to secure the regular payment of interests accrued. Finally, in the last of the lines, which is not yet completed, that from Shanghai to Nanking, we find every effort made to fill every appointment possible with Chinese. The line having to serve the richest district in the Empire has been undertaken on a liberal scale, and the permanent way and rolling stock are of first class construction, equal in fact to the best lines in England. Having the advantage of home experience, and being as a pioneer line free from the trammels that surround the construction of a line in England, the loading gangs have been made some two feet higher, and considerably more width left between the up and down tracks, and this has enabled the engines and carriages to be both wider and higher than at home. Every engineer who knows how much English railways are hampered in these respects can understand the enormous advantage thus gained in the first instance at little increased capital expenditure. This, however, had by certain mischief-makers been brought up as a complaint against the management, forgetting that the contractors for the line have had to supply the money as well as the construction, and have felt sufficient confidence in the undertaking to justify them in the extra expenses. The board of management of the line is half Chinese and half English so that each item of expenditure is undertaken with the full knowledge of both, and all items of income and expenditure and all details of traffic come before both. As the line is not yet completed, as a matter of necessity the working of the line is entirely under the control of the English staff, but, of course, when the engineering works are all completed it will gradually pass over to the Chinese staff, as that becomes more practised in the economical working of the railway generally. With this end every means are being taken to establish schools so as to train the younger employees in their various duties, such as station masters, all these even at present being Chinese, engine drivers, signal men, &c. The contract too places a time limit when the loan is to be automatically extinguished, so that, practically as soon as the initiatory stages are past, the Chinese will by degrees come into entire control. How this is hurtful to any patriotic Chinese is not easy to see. As a fact it would probably be much more advantageous for the Chinese Government and people did the period of apprenticeship last longer; but in order to respect in every way the national desire to pose as untrammelled, everything is being done to render the intermediate period of mixed control as short as possible. It will from the above be evident how artificial is the parrot-like cry of the present agitators, and how foolish the expressed desire to build with Chinese money all Chinese railways. As a fact, even looking at the affair from the narrowest national point of view, China has made a remarkably good bargain in getting her railways made by foreign money with the least possible expenditure of her own capital, and this entirely independent of the fact, as disclosed by the history of the Canton-Hankow line, that every penny of expenditure is known and checked by her own people, instead of being placed in the hands of irresponsible officials over whose expenditure, according to the present system of government finance, no supervision of any sort is possible. That in the end affairs will be reformed,—that at the moment they are being reformed,—is undeniable; but the road of reform is long, and the wants of communications are pressing and immediate, and China, in accepting the aid of the foreigner with the necessary safeguards which have been supplied, has been acting in her own truest interests, a wise part.

The British Commercial Agency at Vladivostok has been re-opened.

A battle between the Navaho Indians and regulars has taken place in the State of Utah.

On the night of September 21st a passenger who fell from a steamer in the Bristol Channel, and was given up as drowned, swam nearly a mile to the shore, climbed sixty feet up the cliffs, and was rescued by the coastguard.

The Chinese Imperial Post Office at Shanghai moved into a new and commodious building on Monday.

There is reported to be a lot of bankruptcy, suicide, and disappearance among the Chinese of Shanghai, owing to excessive gambling in gold and silver exchange.

Messrs. Weissmann, Limited, announce in our advertisement columns that they have added to their stock of confectionery the famous Bombay delicacy "Halwa." It is not unlike butter scotch in appearance, is pure and wholesome and possesses an agreeable flavour.

The Ministry of the Interior has refused the petition of the Peking Chinese Press Association to be allowed to copy from the Grand Secretariat the Imperial Edicts and memorials to the Throne that are given to the "Peking Gazette" for publication and for the information of the mandarinates.

It is reported that Viceroy Chang Jen-chang of Canton has consented to cancel the Canton-Macao Agreement with the Portuguese, owing to the lapse of the agreement, and that in consequence the Ministry of Posts and Communications will at once issue an official notification on the subject.

"I went into the store to get a piece of wood to boil my chow with" was the excuse offered by a coolie yesterday when charged before Mr. F. A. Hazell with breaking into a store at 35, Alder Court, with intent to commit a felony. His Worship sentenced the man to seven days imprisonment with hard labour.

The return of visitors to the City Hall Library and Museum for the week ending the 3rd November, 1907, shows that of non-Chinese there were 354 to the Library and 138 to the Museum; and of Chinese 133 to the former and 1,956 to the latter. The Library was, therefore, used by 487 persons; and the Museum by 2,194.

Representatives of Chinese in Panama have telegraphed to the Waiwpu complaining that the Panama officials have lately issued certain unjust and oppressive regulations upon Chinese residing and working there. It is requested that the Government for the oppressive regulations be approached by the Waiwpu on the subject.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:—

Salt Fish Guild (2 years) ...	\$40
A Patient ...	3
Hong Yat ...	5
St. Andrews Church Kowloon ...	35
Wesleyan Church Waiwpu ...	17.51

Before the Hon. Commander Basil R. H. Taylor, R.N., at the Marine Magistrate's Court yesterday Constable Clarke presented the master of an unlicensed junk for attempting, to leave the waters of the Colony without a clearance on Monday. The defendant pleaded guilty and was ordered by his Worship to pay a fine of \$15, the alternative being five weeks' imprisonment with hard labour. He was further ordered to pay for two entries and clearances besides the present one.

It is reported that in defence to a joint telegram of ex-Grand Secretary Wang Wen-shao and ex-Governor Lu Yuan-ting, on behalf of the whole population of Chikiang province, their Excellencies Yuan Shih-kai, P. Ting and Chen Pih approached Prince Ching on the subject of repudiating the proposed loan from the British Corporation. In reply the Prince stated that their Majesties had already sanctioned the loan for the construction of the Soochow, Hangchow and Ningpo Railway, and it would, therefore, be impossible to cancel the Imperial Edict on the subject.

The Swatow Correspondent of the N.C. Daily News writes on October 22:—The district half-way between here and Hongkong is in a disturbed state at present. Bad harvests have made the people discontented, and they fall a ready prey to any one offering them a prospect, however nebulous, of an improvement in their worldly affairs. When these promises are backed by something substantial in the way of cash, they are ready for anything! The anarchists, or anti-monarchists who hatch plots in Hongkong are quick to see this, and their agents have been busy lately in the Haifung prefecture. Money has been distributed, and an active propaganda has been in progress. The District Magistrate lost his head, figuratively speaking, the other day, and precipitated a panic by closing the city gates in consequence of a rumour that the English from Hongkong were about to make an attack upon the place.

On Monday night Constable Longman went to a house in Salt Fish Lane, West Point, in search of gamblers. He found the hiding place of a party, and had rather an unpleasant experience in trying to enter. In a corner of one of the rooms a number of baskets and boxes were stowed, apparently without care. But on examining these carefully the constable found that they formed a room, and after a search he found an entrance just large enough to allow a man to squeeze through. Within he saw a number of gamblers, and decided to enter their abode. When about half way through the opening some Chinese on the outside pulled some of the lower baskets away, and down came the pile on the top of the constable and his quarry. It was about five minutes before he could extricate himself, and then his first thought was of the man he was there to arrest. He succeeded in securing eight, but the keepers made their escape. The players were charged before Mr. C.D. Kelbourne at the Police Court yesterday, and fined \$2 apiece.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE CHINA SQUADRON.

LONDON, November 5th.

Rear Admiral Custance has been appointed to the command of the China Squadron in succession to Vice-Admiral Moore. He is expected to take over his duties in February.

LONDON MONEY MARKET.

LONDON, November 5th.

The bank rate is six per cent and consols are £91½.

FINANCIAL CRISIS IN AMERICA.

LONDON, November 5th.

Owing to a visible improvement in the financial situation in the United States there will be no extra session of Congress.

GERMAN SCANDALS.

LONDON, November 5th.

The Buelow-Brandt action has commenced. Admiral Ahlefeldt has resigned his commission and declined a challenge to a duel.

SHANGHAI RACES.

SECOND DAY.

SHANGHAI, 5th November.

Fine weather favoured the second day's racing.

NORTHERN CUP.—Value, Tls. 250. Three-quarters of a mile. 21 entries.

Mr. Quibbe's Rustic 152 lbs ...	(Mr. Moller)	1
Mr. John Peel's Conquest 153 lbs ...	(Mr. Johnston)	2
Mr. Charley's Northern King 152 lbs ...	(Mr. Master)	3

Times 1.34.4.5.

CHINA CUP.—Value, Tls. 250. One mile. 47 entries.

Mr. Quibbe's Rustic 152 lbs ...	(Mr. Moller)	1
Mr. Quibbe's Rustic 152 lbs ...	(Mr. Reid)	2
Mr. Fernando's Lambs 155 lbs ...	(Mr. Lawrence)	3

Time 2.11.4.5.

SHANGHAI ST. LEGER.—Value, Tls. 750. One mile and three-quarters. 25 entries.

Mr. G. H. Potts's Manchu King 152 lbs ...	(Mr. Cumming)	1
Mr. Buxey's Spring Rose 157 lbs ...	(Mr. Master)	2
Mr. Ring's Seafoam 147 lbs (Mr. Vida) ...	3	

Time—3.52.2/5.

PAGODA CUP.—Value, Tls. 250. Seven Furlongs. 45 entries.

Mr. California's Earthquake 152 lbs ...	(Mr. Vida)	1
Mr. John Peel's Mak Siam 158 lbs ...	(Mr. Johnston)	2
Uncle Charlie's Columbia 151 lbs ...	(Mr. Hayes)	3

Times—1.51.2/5.

SHANGHAI STAKES.—A forced entry of Tls. 5. One mile and a half. 120 entries.

Mr. Mowat's Starlight 155 lbs ...	(Mr. Lawrence)	1
Mr. John Peel's Eglinton 143 lbs ...	(Mr. Johnston)	2
Mr. Martin's Argente 155 lbs (Mr. Vida) ...	3	

Time—3.20.1/5.

R. CING STAKES.—Value, Tls. 250. One mile and a quarter. 31 entries.

Mr. Ring's Seafoam 152 lbs ...	(Mr. Vida)	1
Mr. G. H. Potts's Mongol King 166 lbs ...	(Mr. Cumming)	2
Messrs. Oswald, Hunter and Burkill's Ravenshoe 152 lbs (Mr. Master) ...	3	

Time—2.46.1/5.

LIAM CHIAU STAKES.—Value, Tls. 250. One mile and three-quarters. 32 entries.

Mr. Henry Morris's Heathfield 155 lbs ...	(Mr. Master)	1
Mr. John Peel's Quora 158 lbs ...	(Mr. Johnston)	2
Mr. G. H. Potts's Southern King 161 lbs ...	(Mr. Cumming)	3

Time—3.52.3/5.

SYCEE STAKES.—Value, Tls. 250. One mile and a quarter. 40 entries.

Mr. Henry Morris's Lingfield 155 lbs ...	(Mr. Master)	1
Uncle Charlie's Valda 153 lbs ...	(Mr. Hayes)	2
Mr. Mellaw's St. Olaf 158 lbs ...	(Mr. Johnston)	3

Time—2.48.3/5.

SICCAMEE PLATE.—Value, Tls. 250. One mile and a quarter. 33 entries.

Mr. Buxey's Spring Rose 155 lbs ...	(Mr. Master)	1
Mr. John Peel's Ard Patrick 155 lbs ...	(Mr. Johnston)	2
Mr. Quibbe's Mystic 155 lbs ...	(Mr. Vida)	3

Time—2.49.

[REUTER'S SERVICE.]

THE MUTINY AT VLADIVOSTOK.

LONDON, November 5th.

150 arrests have been made in Vladivostok of soldiers, sailors and civilians. It appears that agitators have for long been working among the garrison and sailors to produce a mutiny. The merchant ships steamed out of the harbour before the firing began. The crew of the Destroyer *Sergitz* also mutinied, but the mutiny was quelled.

THE FIFTH LANCERS.

LONDON, November 5th.

The Times states that the 5th Lancers at Aldershot have been reported as unfit for service, and three Majors and two Captains have been put on half pay.

THE FINANCIAL CRISIS IN THE UNITED STATES.

LONDON, November 3rd.

The *Lusitania* takes £2,000,000 gold to New York to-day. The money panic in America has increased unemployment and it is estimated that 60,000 have been fendered idle.

THE IMPENDING RAILWAY STRIKE IN GREAT BRITAIN.

LONDON, November 3rd.

A great railway strike is threatened in Great Britain owing to the refusal of the Railway Companies to recognise the status of the Amalgamated Society of Railway Servants in negotiations between the Companies and their employees. A ballot by the Society shows a majority of 18,152 unless the recognition of the Union is conceded.

[N.C. Daily News Service.]

A BANK FOR TIBET.

Peking, October 28th.

The Ministry of Finance will establish a bank in Tibet which will issue notes for circulation there.

RUSSIA'S WAR DEBTS.

Tokyo, October 23rd.

Russia has informed Japan that she will remit the balance of the bill for the Russian prisoners of war, amounting to Yen 4,000,000, through London within a month.

MANCHURIAN LOAN AUTHORIZED.

Tokyo, October 29th.

A telegram from Mukden states that Viceroy Hsu Shih-chang has been authorized to float a foreign loan of Tls. 4,000,000 on condition that it shall be invested chiefly in railways and other productive enterprises. The loan will be raised shortly. The expenditure on the Kiuin-Chang-shan Railway and on the Hamantuu-Amur Railway (the construction of which is to be begun next March) will be defrayed out of this loan.

Viceroy Hsu Shih-chang is returning to Mukden and has instructed H.E. Tang Sui-wei and other department chiefs that the policy of the Peking Government is to secure the maintenance of friendly relations with Japan, to revise the rate of taxation with a view to increase the revenue of the country, to effect the recovery of Chinese rights in Northern Manchuria and to establish official banks throughout the three Eastern Provinces.

THE MUTINY AT VLADIVOSTOK.

Tokyo, October 31st.

According to later telegrams from Vladivostok revolutionaries had distributed copies of an appeal throughout the town on the night of the 29th instant. On the afternoon of the 29th instant some fifty revolutionaries assembled outside the quarters of the Naval brigades and signalled to the bluejackets within. Many of the latter at once began to desert; their officers tried in vain to have them arrested and ordered the cavalry to start in pursuit of the men. The result of this round-up is not yet known, as the deserters had already made good their escape to the neighbouring mountains.

While these events were taking place the men belonging to the garrisons on the islands in Ussuri Bay mutinied. Ten of these were immediately shot.

At 10 a.m. on the 31st the crews of two torpedo-boats also mutinied and opened fire on the Admiralty and other buildings. The Admiralty engaged them for half an hour and one torpedo-boat surrendered.

No serious damage seems to have been inflicted by the ships' fire; but the Electric Light Storage buildings of Knaut & Allers were hit, and there were some casualties.

Vigorous steps have been taken to restore order. Cavalry and infantry are patrolling the town.

A telegram from the Japanese Consul at Vladivostok states that the rank and file of the torpedo corps batteries opened fire on the barracks on the 29th instant. There were some casualties, but the mutiny was immediately suppressed.

The bombardment by the destroyers began at 10 a.m. on the 30th, the anniversary of the Tsar's famous 1915 Manifesto, the firing being in the region of the official residences of the Military Governor and the Commandant. A portion of the batteries joined the mutineers.

Great turmoil prevailed in the town. The cause of the outbreak is unknown.

It is rumored that there have been mutinies on board the cruiser *Mandjur* and on other torpedo-boats, but this report is probably without foundation.

LONDON, November 1st.

With regard to the cause of the mutiny at Vladivostok one version says that four Jewish female students, staying on board the torpedo-boat destroyer *Skyr* at midnight on October 20, attempted to instigate the bluejackets to arrest their officers with the hope of then fleeing to Japan. The plot was discovered and the bluejackets immediately hoisted the red flag and exchanged fire with the batteries of the cruiser *Mandjur* and three destroyers. They opened fire also on the Admiralty buildings and on the residence of the Military Governor.

A shot from the batteries hit the engine room of the *Skyr* and the crew was compelled to beach her.

All the revolutionaries were killed, and the survivors among the bluejackets were arrested and will be tried by court-martial.

The lieutenant-commander in charge of the *Skyr* was killed, and another lieutenant was wounded.

Subsequently a mixed company with eight guns arrived in Vladivostok and the town is now strictly patrolled. Troops are guarding the Government Offices and the Banks. The Military Governor has proclaimed a state of siege.

The land batteries cleared for action and guards were distributed.

The troops on Rossia Island are also reported to have mutinied and approached the batteries, which had a hard fight to prevent them from falling into the hands of the mutineers.

The shops in Vladivostok opened on Thursday, but the cause of this mutiny is alleged to be deep-rooted.

SUPREME COURT.

Tuesday, November 5th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPHEZ (ACTING
FOURTH JUDGE).

A CLAIM FOR PEARS.

The Ma Sang Loong firm sued the Kwong Cheung Sang shop to recover \$185.90, being as to \$114.49 the price of 22 baskets of Tientsin pears, delivery of which was illegally taken by the defendants on September 18th, and as to the remaining sum of \$71.41, amount of the loss sustained by the plaintiffs. Mr. Otto Kong Sing represented the plaintiffs, and Mr. R. A. Harding appeared for the defendants.

His Lordship (to Mr. Kong Sing)—Are you suing for the conversion of these pears?

Mr. Kong Sing—No, I am suing for the recovery of the price. These pears are perishable goods, and my clients made demand for them, but did not get possession. They were taken from our possession illegally. Pro ceeding Mr. Kong Sing stated that both plaintiffs and defendants in this action were fruit dealers. On September 18th both purchased from a steward on the steamer *Waichow* a number of pears brought from Tientsin. Forty-five baskets of pears were sold to the defendants, 25 to the plaintiffs and ten baskets to a third party. All the pears were brought ashore on a cargo boat engaged by the defendants, and the boatwoman was instructed to deliver the pears to their respective owners by the person who sold them. The defendants' lot was delivered at Wing Wah Street, also the other ten baskets. Then the boatwoman ran the boat alongside a wharf opposite the Central Market for delivery of the plaintiffs' 25 cases. The plaintiffs were asked to take delivery, for as they were sent down, and while they were taking delivery the defendant came along and had the plaintiff arrested, alleging that the 25 baskets of pears were his and that the plaintiff was stealing them. The plaintiff was taken to the Central Police Station, where the Inspector on duty discharged him on hearing his story. Action was then brought against the defendant for false imprisonment, and although judgment was given for the defendant in that action, His Honour Mr. Justice Wise refused costs, holding, as Mr. Harding would probably bring out in cross-examination, that a certain bill of lading for the whole of the pears had been given to the defendant by the person who sold them, and therefore he had a certain amount of right in holding the pears.

After hearing evidence His Lordship gave judgment for the plaintiff with costs.

ANNUAL LICENSING SESSIONS.

Yesterday afternoon His Majesty's Justices of the Peace assembled at the Magistracy to consider applications for publicans' and adjutant licenses for the ensuing year. Mr. F. A. Hazen, president, and there were also present Captain F. W. Lyons, Captain Superintendent of Police, Mr. P. P. J. Woodhouse, Assistant Superintendent of Police, Mr. R. B. A. Craig and Mr. W. Bowen Rowlands. Publicans' licenses were granted to the following: Arthur Frederick Davies, The Hongkong Hotel; Donnelly Donnelly, The King Edward Hotel; Isidor Silbermann, The Globe Hotel; Morris Sternberg, The International Hotel; Mary Mathney, The Oriental Hotel; George Green, The Criterion Hotel; M. Tschelchinski, The Land We Live In Hotel; Bernard Mayer, The Colonial Hotel; Esther Oliver, The New Travellers Hotel; Paul Wissing, The Germania Tavern; R. H. Whitaker, The Praya East Hotel; O. Owen, The Kowloon Hotel; Joel Grunman, The Central Hotel; L. Lobo, The Stag Hotel; William Krato, The Rose, Shamrock and Thistle Hotel; Louis Cosma, The Cosmopolitan Hotel.

With regard to Krato's application, the CHAIRMAN informed the Justices that the applicant was fined for selling adulterated liquor. The case was not a very serious one and the applicant made a satisfactory statement, but at the same time the Chairman felt it his duty to inflict a fine.

Captain LYONS did not think the case was serious enough to cause the applicant to lose his licence.

The other justices agreed.

With reference to Louis Cosma's application, the CHAIRMAN stated that the applicant had held an adjutant licence for some years. His present application was for a publican's licence, and there was no police objection.

Captain LYONS—When I say no police objection, I mean as to the way in which the house is conducted. But from my own point of view I am against increasing the number of publicans' licences.

The CHAIRMAN—Two have been eliminated. Mr. CRAIG—Has there not already been some question about this applicant?

The CHAIRMAN—That was because he wanted to remove to Queen's Road Central.

Captain LYONS—I rather think a public house is wanted where the applicant is at present—near the sea front.

It was agreed to grant the licence.

The following applications for adjutant licenses were granted: Hans Weismann, The Café Weismann Hotel; Dady Mauckji Langran, The Connaught House Hotel; Alex. Moir, The Peak Hotel; A. A. H. Milroy, The Sillor's Home; Tan King-kaw, The Shanghai Hotel; J. H. Newbold, The Owl Grill Room.

A CASE FOR ENQUIRY.

A native residing at Tinian was killed in his hut on Monday afternoon during the firing practice of the gunners at the Treenum Fort. A stray bullet found its way through the side of the hut and struck the unfortunate man, who must have been killed instantly. His body was removed to the mortuary.

PUGILISM.

One of the best boxing displays that has been seen in Hongkong for a long time took place at the City Hall last night. After four excellent preliminary bouts the principals of the evening—"Billy" Bellow and "Polly" Perkins—appeared, each as he entered the ring being received with cheers. Although Perkins seemed about fifteen pounds more than his opponent, Bellow looked the likelier man, and as events proved, was the better. After four fast and furious rounds in which Bellow received a fair share of the punishment Perkins gave in, stating that he was unable to continue on account of a bad arm, and Bellow was declared the winner. Then Perkins fronted the audience and stated that he had not been beaten. When his arm was right, he was willing to meet his opponent at any time. Mr. Pollock, the M.C., informed the audience that Bellow had accepted a challenge from "Dad" Williams, ex light-weight champion of Australia, who is on his way from Manila, to box him at Hongkong within a month for a purse of \$2,000. Mr. A. Parker was an excellent referee.

CHINESE POSTAL ARRANGEMENTS.

Tokyo, October 29th.

The Japanese Charge d'Affaires at Peking has concluded an agreement with the Waiwupu by which Japanese postal matter will continue to be carried by the Chinese Northern Railways between Peking and Newchwang, while the transmission of mail matter between Peking and Mukden will be entrusted to the Chinese Imperial Post Office from November 1.

Negotiations will be opened immediately for a revision of the Postal Agreement in view of the absence of provisions for transmission by railway.—N.C.D.N.

A DARING THIEF.

Few of the light-handed fraternity would dream of trying their skill in such a place as the Central Police Station, where their inevitable enemies are housed. But the native who appeared before Mr. C. D. Melbourne at the Police Court yesterday on a charge of larceny, evidently thought he would have better success in the camp of his enemies. Representing himself to be a carpenter from the Public Works Department, he has paid several visits to the lockers' quarters at the Station and removed the brass hinges from their beds, informing any who watched him at work that these hinges were too expensive to be left on lockers' beds. Emboldened by the success of his previous visits, he tried again on Monday, and actually woke a sleeping lunkong to explain to him the object of his visit. The lunkong was suspicious and took the visitor downstairs to the charge room. After investigating, the Inspector on duty placed the bogus P.W.D. man before the Court on a charge of larceny, and when he heard the evidence His Worship sentenced the defendant to three weeks' imprisonment with hard labour, and to receive twelve strokes of the birch.

THE LAICHIKOK MYSTERY.

There is now apparently no doubt that the Chinese found with his throat cut near the works of the Standard Oil Company at Laichikok was murdered. He kept a small store in the vicinity, and it is known that a number of people in the surrounding district owed him money. The only theory at which the police can at present arrive, therefore, is that he was probably murdered by a person in his debt. A closer inspection of the hut in which the tragedy took place revealed the fact that the man had been blinded with pepper before he was attacked, for a plentiful supply of this was found on his face, on his clothes and on the floor.

INFREINGEMENT OF FOREIGN TRADE-MARKS.

The Yokohama Foreign Board of Trade has sent the following communication to the press:—References have lately been made in the European and American Press with regard to the infringement of foreign trade-marks. The subject is one which has been under careful consideration and investigation by the Committee, and a circular was issued on the subject in June, special attention being then directed to the necessary methods of procedure in cases of infringement. The Committee has now been specially requested by Mr. Hissmote, of the Patent Bureau, to make known as widely as possible its earnest desire to secure to everyone the full protection accorded by the law. Many of the difficulties which have arisen are due to the neglect of foreign merchants and manufacturers in not registering their marks in Japan. The Bureau is thus unable to detect infringements, and in this way rights are registered which afterwards become the subject of dispute. According to the Trade Mark Law, Article II, Clause No. 5, trade marks cannot be registered if they are identical with, or similar to, marks used by another before the operation of the Trade Mark Law which came into force on July 1, 1899, provided always that such trade marks have since continued in use. In order to prevent, as far as it may be possible, the difficulties arising from infringement of established trade marks, the Patent Bureau will be glad to receive particulars for its records of all trade marks which are still in use and were in existence and use prior to July 1, 1899. In this manner it is hoped to minimize the possibility of infringement, but success in this respect requires that all who value their trade marks should assist by supplying the necessary particulars without delay. The Committee of the Yokohama Foreign Board of Trade is of opinion that this suggestion offered by Mr. Hissmote, of the Patent Bureau, is of an extremely liberal character, and hope that it will receive the widest possible circulation by all who are in any way interested.

A MISSING STEAMER.

No little anxiety is felt in shipping circles regarding the fate of the steamer "Taiwan" which is overdue at Saigon from this port. She left Hongkong on the 25th October with over 500 Chinese passengers on board and should have reached the southern port some days ago. Her owners, the Wing Fat, have applied to Admiral Moore to send a warship to look for her and H.M.S. "Astrea" will be despatched. A steamer arriving in port from Saigon reports having seen the "Taiwan" in the typhoon when she was making heavy weather of it.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup was held at Happy Valley from the 2nd to 4th November, 1907. The following returns were made:—

CAPTAIN'S CUP.	
Mr. R. M. Cross, R.G.A.	84 — 8 = 76
Mr. H. S. Swelling	80 — 12 = 68
Major H. E. Lewis	85 — 6 = 79
Mr. C. P. Chater	88 — 9 = 79
Mr. R. O. Hutchison	80 scr. = 80
Mr. C. W. May	89 — 7 = 82

MAY CUP.	
Mr. W. G. Worcester	101 — 20 = 81

POOL.	
Mr. C. P. Chater	83 — 9 = 74
Mr. T. S. Forrest	74 — 8 = 76
Mr. R. M. Cross, R.G.A.	90 — 12 = 78
Mr. H. S. Swelling	80 scr. = 80
Mr. R. O. Hutchison	89 — 7 = 82
Mr. C. W. May	101 — 18 = 83

Winner of Captain's Cup.
Winner of May Cup.
Winner of Pool.

SALT SMUGGLERS.

TROOPS DEFEATED.

The N.C. Daily News of Oct. 30 reports:—A report from Chinese sources was received in the Settlement yesterday afternoon to the effect that engagements have just been fought between Chinese gunboats and salt smugglers in the vicinity of Quinsai. It appears that Tso-tai Yu-tsun has now a flotilla of only about 100 native gunboats, (small war junks mounting one or two small muzzle loaders), whereas, some few years ago, his command was double that strength. The reduction apparently had to be due to greater strength and audacity among the salt smugglers, who have been so active recently near Quinsai, that the assembled force of nineteen boats, which had been ordered to keep the recent reports at Hui Li, was ordered during the 25th instant to make an attack. Five boats were first sent on a scouting expedition and came suddenly upon a party of smugglers which was numerically stronger than the revenue force. The officer in charge of the gunboats was a young man recently appointed and eager to distinguish himself; directing the other boats to support, this officer led the attack by taking his boat to close quarters where it was attacked on two sides. The other four boats were engaged at once and the fight was proceeding fiercely when a large smuggler's boat burst down on the leading gunboat and the crew, mowing their fire until they came to close quarters swept the deck with a fusillade which killed the captain and three of the crew. The gunboat people then withdrew in all haste.

Tso-tai Yu, on hearing of the disaster, ordered the nineteen boats to make an attack at once. The smugglers meanwhile had been reinforced from eight to twenty-eight boats and the gunboats found a fight ready and awaiting them. According to a considerable force on the shore, but all reports agree that they at once assumed the aggressive and concentrated their fire on the gunboats one after another. The fight continued from noon until dusk, the darkness was closing in. The smugglers, however, succeeded in capturing all the nineteen boats, the officers and crews of which mostly escaped. Some were killed and some injured, but the list of casualties has not been received. It is alleged, however, that a petty officer who was captured had his eyes gouged out and his right arm cut off by the robbers. The unfortunate man was then thrown ashore, where he bled to death.

Some excesses boats assisted the Chinese gunboats but suffered no serious losses during the engagement. The robbers, it appears, relied almost entirely on small arms, of which they evidently had a good supply, while the gunboats wasted much time and energy by creating a big noise with their deck guns.

Tso-tai Yu-tsun has telegraphed to the Viceroy and Governor intimating that he is preparing a force of over fifty vessels, which he will command personally on a punitive expedition, and that he is confident of recapturing the nineteen gunboats.

CHINESE CONFIDENCE TRICKS.

The confidence trick, adapted to the peculiarities of the Chinese mind, and smartly adjusted to the circumstances of the occasion, is frequently practised with success in Shanghai. Last week an old woman was so impressed with the appearance of a brass ring, which two rascals dropped in the street before her, that she parted with a pair of gold earrings valued at \$14, in order to overcome the pretended intention of the two men to report the matter to the police. Two natives dropped the ring, containing a few coins of little value, on to a footpath in front of a Chinese, who was just returning with the value in dollar notes of the note returned to the insurance office, where he found that a parcel containing some old paper, but outwardly identical with his own, had been substituted. The rascals got away.

A UNIQUE VOYAGE.

The N.C. Daily News of Nov. 1st says:—The first of the steam dredgers for the two million-ton dredging contract in connection with the Hongkong Conservancy work arrived here from Holland yesterday. Her name is the *Alouin*, she is owned by the East Asiatic Dredging Co., and was built by Grofenderij at Leyden this year. The dredger is fitted with bucket and suction apparatus, but at present she does not present a very workmanlike appearance, as her buckets have been removed, the bucket frame is shipped, hatches are battened down, the engine room is inaccessible, while her deck upperworks and sides are coated with rust. She is now lying up at the Kowloon Arsenal jetty, and before she begins work she will go into Dock for a thorough overhaul. Far more interesting at present is the *Thames*, the powerful Rotterdam steam tug that has towed her out.

A trim little vessel she looked as she lay alongside the Kowloon wharf. She has two unusually large funnels for a craft of her size, and is well equipped in every way. She is fitted throughout with electric light, has a powerful dynamo on board, and has a searchlight on her bridge, by means of which she can keep a watch on her tow at night. The crew sleep in the little cabin under the bridge, and the *Alouin* is all the while "At Gott's Segen" as they say. At the back of the bridge there is a second steering wheel, which enables the Captain to manoeuvre his vessel with greater ease when tying up, or approaching a wharf. The *Thames* gross tonnage is 363, and she was built by Kyles & Co. of Rotterdam this year. Her engines, which develop 1200 horse power, and give her a speed of fourteen knots per hour, were constructed by Wilson's Engineering and Shipway Co., of Rotterdam. She has on board a crew of twelve, exclusive of the captain, engineer and mate. Captain Post, who is in command of her, has had 15 years' experience on tugs, and one of his exploits was the towing of the large floating dock from the Tyne to Durban a few years ago. Captain Post is a Dutchman, an excellent English linguist, and a skipper who would delight W. W. Jacobs. He has a rough and hearty manner, but unbends after a little persuasion, and responds with a gruff laugh to any favourable comments on his vessel.

The *Thames* left Emden with the *Colonie* in tow on June 20th. Two hands fired on the dredger throughout the voyage. A fourteen-inch Manilla rope, 150 fathoms long, was used for towing, and it lasted throughout the voyage. In case of accident two more ropes of fourteen and sixteen inches respectively were carried on board the tug. Algiers was reached in twenty-three days. After coaling there another ten days took the tug and her tow to Port Said. Two days were occupied in passing through the canal, owing to the loss of a propeller blade, an accident which necessitated a stay of a week at Suez for repairs. Twelve days steaming from Suez brought the *Thames* to Aden, it being necessary to lie for three days off Socatra, owing to unfavourable weather. About a week was spent at Aden owing to the prevailing S.W. monsoon, and as it was, nasty weather was experienced during the twenty-nine days run from Aden to Suez. The journey from Suez to Singapore was accomplished in six days, and thence to Hongkong in five days. The first part of the voyage was spent at anchor at Breakwater Island, where a knot, but as the dredger's bottom became encrusted with barnacles the latter portion of the journey was accomplished at an average rate of five knots.

As soon as the *Thames* and the *Colonie* were moored to the Kowloon wharf a crowd of spectators came alongside, and throughout the afternoon the women who were on board there were occupied in removing barnacles from the dredger's side; for, as a laddah explained, "they belong more better oysters."

THE KAISER AND LONDON.

STATE VISIT.

The visit of the Emperor and Empress of Germany to England this month will be a great affair of state.

Their Majesties will be accompanied by a brilliant suite of naval and military officers, court dignitaries, noblemen, and miscellaneous high officials, most prominent among whom will be Prince Bismarck, the Imperial Chancellor.

The Imperial party will embark at Hamburg on the imperial yacht, the *Hohenzollern*, and, according to three German newspapers, will arrive in England, on November 11th.

The visit, which will last exactly a week, will be divided between London, Windsor, and Sandringham. In London and Windsor it will be a private family affair.

The *Hohenzollern* will be commanded by Rear-Admiral Ingenohl, and the accompanying ships will be the first-class cruiser *Scharnhorst*, commanded by Captain Tummeler, the cruiser *Koenigsberg*, commanded by Captain Philipp, and the *Sleimer*, which is the official gunboat.

The great features of the official visit will be a banquet in the Guildhall and another State banquet to be given by the King, probably at Windsor.

Subject to the King's approval, the Lord Chamberlain's office will make all the arrangements for the Kaiser's visit.

Full military compliments and state ceremony will mark the arrival at the port of debarkation, at Windsor, and in London.

The arrangements will be on the same lines as those for the visit of the Kings and Queens of Italy, Portugal, and Denmark.

On arrival in England the imperial visitors will go direct by special train to Windsor, where the King and Queen and other members of the Royal Family will meet them at the station. They will drive under cavalry escort to the Castle.

Similar escorts will be provided at Windsor and in London for the occasion of the state visit to the City on November 13. It is highly probable that this will be the only visit paid by the Emperor and Empress to London on this occasion.

If they visit the town on a subsequent day during the week they will do so quite privately. The state visit to the City will come several days after the Lord Mayor's Show, which, unfortunately for the new chief magistrate, will probably be completely outdone by the more important function.

LATEST STEAMER MOVEMENTS.

The Indo-China steamer from Calcutta and the Straits left Singapore for this port on 4th inst. at 6 p.m., and may be expected here on or about 10th inst.

The I.M. str. *Manila* which left here on the 11th ult., arrived at Sydney on Sunday the 3rd inst. a.m.

"CLUB" SCOTCH WHISKY,
OUR SPECIAL BLEND OF FINEST
OLD SCOTCH WHISKIES.

PUREST, LIGHTEST AND THOROUGHLY MATURED IN WOOD

From the two perfect elements of maturity and purity, comes the superb quality and rich flavour of

"CLUB WHISKY"

TRY IT WITH "TANSEAN" or SODA.

PER DOZEN

\$14.00.

Discount allowed in accordance with fluctuation of exchange.

H. PRICE & CO., LTD.

WINE & SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

CHINESE WORKMEN IN JAPAN.

The Peking Government has received a telegram from the Chinese Minister in Tokyo about the sending back of a certain number of Chinese laborers and skilled workmen by the Japanese authorities from Kyushu and Kobe. The opposition of the labour class is pleaded in excuse, with the pretext that the importation of Chinese coolies is against the Imperial Ordinances No. 352 of 1889. As these workmen are skilled Chinese artisans and not ordinary coolies, who receive Yen 45 per month and work as engine-builders and fitters at the works of Messrs. C. Nickel & Co. in the vicinity of Kobe; and as they are entitled to reasonable treatment, under the most-favoured-nation clause, the Chinese Government has instructed H.E. Li Chia-chiu to protest to the Tokyo Government in order to secure the withdrawal of the decision of the Kobe Police. Should satisfaction not be accorded China may take steps to retaliate by calling on Japan to repatriate the many Japanese coolies who are at present to be found in the Three Eastern Provinces of Manchuria. The case will doubtless be used as an argument by the U. S. Government against Japanese immigration into the States.—N.C. Daily News.

A CHINESE GENTLEMAN.

When the former Minister Wu Ting-fang left this country he was accompanied by an extensive retinue and attended to the steamer by a delegation of local Chinese merchants.

The customs official, who were then also immigration inspectors, carefully took the names and count of the local Chinese as they went on board. This precaution was to prevent some deported or otherwise not welcome Chinese from effecting a landing, by joining the merchants as they came ashore after taking a ceremonious farewell of their distinguished countryman. Half an hour or so after Wu's secretary arrived on the dock and a customs inspector seized him by the arm and pulled him back on the wharf.

"Waschamallah you, John? I no taken name you no can come back. Who you belong?" said the inspector, smiling at some girls with whom he had been talking.

The Chinese shook loose the inspector's hold on the loose sleeve of his silk robe and with quiet dignity remarked:

"This violence is unnecessary, sir, and my name is a matter of no interest to you. I am a member of His Excellency's suite. I go on board this steamer to leave this country, never again, I hope, to return."

The customs inspector is still on the force, but never since has he tried to be funny with a Chinese gentleman.—San Francisco Call.

PACIFIC MAIL S.S. CO., INDICTED.

San Francisco, Sept. 26.—Six indictments were returned to-day by the Federal Grand Jury against the Pacific Mail Steamship Company and the Southern Pacific Company. In these indictments the names of Edward H. Harriman, John C. Stubbs and R. F. Solvay, it is understood, are mentioned.

This sensational action, on the part of the Grand Jury, by and through which the Interstate Commerce Commission and other Washington authorities are to bring some very drastic steamship and railroad men into the Federal Courts on criminal charges for having violated the new Rate Law, is being surrounded with much secrecy. It has caused a big surprise in local Federal circles and has been done so quickly and so secretly as to astonish the railroad and steamship people. An agent of the Interstate Commerce Commission has systematically worked up the evidence in this matter, but whether it can be considered as being related to the recent efforts of President Roosevelt and the Interstate Commerce Commission to have civil or criminal process issued or both brought against Harriman and the so-called Harriman railroad combination is not known.

The indictments embrace 140 counts and relate particularly to violations of the law on shipments from the Orient through the Port of San Francisco to Chicago. The particular instance in which the law is said to have been violated relates to shipments of mutton from Kobe to Chicago, these shipments being very heavy and numerous during many months of the year.

Special Agent Duncan of the Interstate Commerce Commission has been out on this case for a number of months and also in Japan investigating these shipments and how the Pacific Mail and Southern Pacific have been making rates on them at various times lower than the published tariff.

It is the making of a lower rate than the published tariff on which the indictments have been based. It is known that Duncan submitted a mass of data for the information and guidance of the Federal Grand Jury. It is also known that Duncan has been watching the office of W. H. Hardy, agent of the Southern Pacific, Fourth and Townsend streets, through whose office all these shipments have passed after being landed from Pacific Mail vessels here on row's East. He had Hardy subpoenaed as a witness before the Grand Jury, together with several of his clerks and a number of clerks employed by the Pacific Mail.

It is positively known that the Grand Jury did not have before it in this matter any of the leading officials of the two companies outside of Hardy.

H. A. Jones, freight traffic manager of the Southern Pacific, said to-day when asked if he had been a witness before the Grand Jury that no one had served him with a subpoena to attend.

G. W. Luce, general freight agent of the company, and Auditor Segar, of the company, are in the East, but it is known that they were not called as witnesses. The head man of the Pacific Mail here, R. F. Solvay, said to-day that neither he nor any officer of his company had been before the Grand Jury.

THE

ROBINSON PIANO
CO., LTD.

ARE OFFERING

PIANOS

AT

25 PER CENT DISCOUNT

FOR CASH

TO MAKE ROOM FOR

NEW STOCK.

Hongkong, 8th November, 1907

37

This is the first time in the history of trans-Pacific traffic through this port that a Federal Grand Jury has ever made indictments for violations of the Interstate Law. Just what period of time Duncan's investigations cover is not known, but presumably a period antedating the Hepburn act, which went into effect in the Fall of 1906.

Prior to the enforcement of the new law and when the former Interstate law was in effect it required a three day's notice to the Interstate Commerce Commission by any common carrier before the rate could be reduced. The Pacific Mail and the Southern Pacific and the latter's rail connections to Chicago repeatedly violated this provision of the old law in making rates on shipments from the Orient.

Their procedure at that time was to quote any kind of rate in the Orient in order to get business, and that when the shipment arrived in the port of San Francisco to telegraph and write the Interstate Commerce Commission, giving it notice of the rates it had made in the Orient on the cargo.

This was not a compliance of the three day notice required by the law, and no doubt Special Agent Duncan has dug up a great many of these instances and presented them to the Federal Grand Jury, on which the six indictments have been based.

Notifying the Commission in the manner stated above, the Southern Pacific officials admitted at that time to the Commission that it was irregular, but that it was impossible for them and the Pacific Mail to do otherwise, if they wanted to retain their share of Oriental shipments against the competition of the Suez route and the Empress Steamship Line in connection with the Canadian Pacific.

For a period of about eighteen months prior to the enforcement of the Hepburn law there was a great fluctuation in rates from the Orient, on shipments, particularly in mutton, to the United States.

Rates fluctuated from day to day and even from hour to hour in getting a cargo for any given vessel. These facts at the time were laid in detail by the traffic director, J. C. Stubbs, of the Harriman road, before the Interstate Commerce Commission. He presented the matter very strongly before it, and insisted that rates in Yokohama and Kobe and other Oriental points had to be charged frequently because of the Suez competition and in order to get business away from the Suez steamer lines.

There was not time to give the Interstate Commerce Commission notice of the charges before the cargo arrived in San Francisco.

When Mr. Harriman was informed by "The American" of the action of the Federal Grand Jury in San Francisco he said: "This is all news to me." He refused to make any further comment.—New York World.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 5th at 11.55 a.m.—The barometer has risen moderately in S.E. Japan, and fallen slightly over the Loochoos and Philippines.

Areas of high pressure are lying over Central China and the Sea of Japan, and pressure is slightly low over the Pacific to the S. of the Loochoos.

Strong monsoon may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—Hongkong & Neighbourhood (N to N.E. winds, moderate; fair; N.E. winds, strong; Formosa Channel, Same as No. 1; South coast of China between Hongkong and Lamook, Same as No. 1; South coast of China between Hongkong and Hainan, Same as No. 1.

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, and special business matters to the Editor. Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

PASTE, GUM and GLUE SUBSTITUTES. Large Sale, exceptional remuneration. AGENT buying on own account required.
GLOY MANUFACTURING CO., LTD.
London, England. [1774]

AGENT MANUFACTURERS' WANTED for Birmingham Maker for Sale of Brass Cocks, Plumbers' and other Brass Work. Commission 5%. Payments on Bill of Lading. References in England, bankers preferred.
Address—
KELLY & WALSH LTD.
Shanghai. [1775]

NOTICE

FROM this date Mr. B. D. KAPTEYN will sign our Firm "per procuration."
HOLLAND CHINA TRADING CO.
Hongkong, 6th November, 1907. 1776

NOTICE

IF the Lady who inadvertently took an EMBROIDERED CREPE SHAWL from the Japanese Consulate Reception in mistake for her own will return same to Mr. GEORGE GRIMBLE, 1, Prince's Buildings, he will be pleased to return the one in his possession.
Hongkong, 6th November, 1907. 1777

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on SATURDAY, the 9th November, the Anniversary of the BIRTHDAY of His Most Gracious Majesty KING EDWARD the VII.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 6th November, 1907. 1778

TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SCITIA." A postcard addressed to him at Headquarters Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fletcher Street, any morning.
Hongkong, 6th November, 1907. 1779

GESUCHT.

DEUTSCHER, mit langjähriger Erfahrung in Asien, zur Zeit auf Java, im Import und Export tätig, mit allen Contorarbeiten, Schreibmaschine, vertraut, wünscht sich baldigst zu verheiraten.
Geft Offerten erbeten unter:
Care of "Daily Press" Office,
Batavia, 26th October, 1907. 1780

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON FRIDAY, the 8th November, 1907, at 2.30 p.m., at their Offices, No. 3, Des Voeux Road Central (Corner of Ice House Street),
A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising—
IVORY CARVINGS, SILK-EMBROIDERED HANDBAGS and MONEY PURSES, MARBLED VASES and BOWLS, KINKOSAN SATSUMA VASES and INCENSE-BURNERS, BRASS and BRONZE CARVED VASES and BOWLS, SILK-EMBROIDERED SCREENS, MOTHER-OF-PEARL INLAID SCREENS, ANTIMONY WARE, KAGA TEA SETS, &c., &c.
Catalogues will be issued.
Terms:—As Usual.
HUGHES & HUGHES,
Auctioneers.
Hongkong, 6th November, 1907. 1781

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"**HAIMUN**,"
Captain A. J. Robson, will be despatched for the above Ports on FRIDAY, the 8th inst., at 9 a.m.
For Freight or Passage, apply to
DOUGLAS, LAFFRAK & Co.,
General Managers.
Hongkong, 5th November, 1907. 1770

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"**PRINCESS ALICE**,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th inst., at 5 p.m.
No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 a.m.
All Claims must reach us before the 16th inst., or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 5th November, 1907. 5

NEW ADVERTISEMENTS

NOVELTY OF THE SEASON
BOMBAY "HULWA" (SWEETS)
SAME AS SUPPLIED TO HIGH CLASS CONFECTIONERS OF LONDON
A QUITE PURE AND WHOLESOME DELICACY.

SPECIALY ORDERED FOR
WEISMANN LTD.,
QUEEN'S ROAD CENTRAL.
Hongkong, 6th November, 1907. 1772

"INDRA" LINE LIMITE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"**INDRANI**,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godown, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th inst., at 5 p.m., will be subject to rent.
No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, 5th November, 1907. 1773

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"

FROM MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co.,**
Agents.
Hongkong, 5th November, 1907. 1771

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"**ISCHIA**,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 12th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by **CARLOWITZ & CO.,**
Agents.
Hongkong, 6th November, 1907. 4

NOTICES OF FIRMS

NOTICE.

NOTICE IS HEREBY GIVEN that on and after this Date all Receipts and Contracts or Orders for Goods—purchased in connection with the business of this Hotel must be signed by **HO SHAU CHUNG (何壽榮)** and **HO MAN YUK (何文玉)** or either of them, otherwise the Proprietors of this Hotel will not be responsible for same.

NOTICE IS HEREBY ALSO GIVEN that the Proprietors of the Hotel will not be responsible for any Debt contracted by any of the employees unless signed by either of the above Signatories.

CONNAUGHT HOTEL PROPRIETORS.
Hongkong, 24th October, 1907. 1707

NOTICE.

A new Contractor's Shop having been opened under the style of "**HOP HING CHONG & CO.**" in the same street as ourselves we respectfully beg to ask our Customers to kindly address any order or other communication intended for us to No. 45, Graham Street.

HOP HING CHUNG,
Builder & Contractor.
Hongkong, 21st October, 1907. 1689

NOTICE.

HOPKINS BUTCHERY AT SHANGHAI is again prepared to execute the Orders of its PATRONS in Hongkong for **PRIME BEEF, Fresh Spiced and Corned GAME, GAME PIE, PORK PIES, BRAWN, SAUSAGES, &c.**
Shanghai, 1st November, 1907. 1747

INTIMATIONS

BANK HOLIDAY.

IN accordance with the Government Notification No. 725, THE EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on SATURDAY, the 9th November, the anniversary of the BIRTHDAY of His Most Gracious Majesty KING EDWARD VII.
Hongkong, 5th November, 1907. 1738

HONGKONG HORTICULTURAL SOCIETY.

CHRYSANTHEMUM SHOW.

THE SHOW will be held in the Botanic Gardens on THURSDAY, the 14th November. Intending Exhibitors are notified that information of the classes in which they intend to exhibit should be sent to the Hon. SECRETARY, 6, Beaconsfield Arcade not later than THURSDAY, the 7th November.
L. GIBBS,
Hon. Secretary.
Hongkong, 3rd October, 1907. 1739

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation, by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.
Apply by letter to—**B. R.,**
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. [1343]

WANTED.

A PORTUGUESE GENTLEMAN, experienced in Sale of Beverages.
Apply with references to—**T. S.,**
Care of "Daily Press" Office.
Hongkong, 24th October, 1907. 1708

SWATOW DRAWN WORK COMPANY.
33, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in All Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.
Hongkong, 19th October, 1907. 1685

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling and Six Pence per share free of tax has been declared by the Directors of the above Company, thus making a total of 15% for the year ending 28th February, 1907. Coupon No. 9 is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Russo Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO.,
Agents,
CHINESE ENGINEERING & MINING CO., LTD.
Hongkong, 31st October, 1907. 1745

THE KWONG TUNG MERCANTILE ADMINISTRATION OF THE YUE-HAI RAILWAY CO., LD., CANTON.

NOTICE.
THE PUBLIC is hereby informed that according to the Company's New Regulations re Tenders, samples must be submitted for such articles as Rails, Sleepers, Bolts, Nuts &c., &c. Heavy Goods such as Locomotives, Cars, Engines &c., &c., accepted. Samples must be submitted in duplicate, one to be deposited at the Company's Store House, and the other sent to the Company's Head Office. On arrival of goods a deputy will be sent to inspect same.

The Public is further informed that it is strictly prohibited to pay any Commission or Remuneration whatever to any Member of the Company's Staff in connection with any Tender or Purchase.

WONG CHIU PING,
Vice-President.
Canton, 1st November, 1907. 1765

PROPOSALS.

SALE OF U.S.S. "CALAMIANES," AND U.S.S. "LEYTE."

SEALED PROPOSALS will be received at the Naval Station, Cavite, P.I., until Noon on the 15th day of December, 1907, at which time and place they will be opened for the purchase of the U.S.S. "CALAMIANES," appraised value \$2500 and U.S.S. "LEYTE," appraised value \$3200. They will be sold for cash to the person or persons or the corporation or corporations offering the highest price therefor. A separate proposal for each vessel bid upon must be submitted in a sealed envelope, addressed to the Commandant Naval Station, Cavite and Olango, endorsed, "Proposals for the purchase of the U.S.S. "CALAMIANES," and each proposal must be accompanied by a satisfactory certified check for not less than 10 per cent. of the amount of the offer. On application to the Naval Station Cavite, forms of bids, and bonds, together with the terms and conditions of the sale, also a printed list giving general information concerning the vessels, will be furnished. The vessels can be examined at any time after November 1, 1907, by applying to the Commandant of the Naval Station Cavite, where they lie. They must be removed from the limits of the Station within such reasonable time as may be fixed by the Commandant. The right to withdraw any or all vessels from sale and to reject any or all bids is reserved. By direction of the Secretary of the Navy, J. N. HAMPHILL, Rear Admiral, U. S. Navy Commander of the Third Squadron, U. S. Pacific Fleet,
Hongkong, 23rd October, 1907. 1702

ENTERTAINMENT

THEATRE ROYAL, HONGKONG.
THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

LAST EXTRA PERFORMANCE.

TO-NIGHT (WEDNESDAY), Nov. 6:

Farwell Performance, by Special Request, The Highly Amusing Musical Comedy, "THE GAY PARISIENNE."

Box Plan Now Open at Messrs. S. MOUTRIE & CO., LTD.
Hongkong, 3rd October, 1907. 1764

BOARD AND RESIDENCE.

FIRST-CLASS BOARD & RESIDENCE

at "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—**Mrs. F. W. WATTS,**
"Braeside," 20, Macdonnell Road.
(late of "Tang Yuen").
Hongkong, 27th June, 1905. 143

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 8th February, 1907. 1530

TO LET.

TO LET.

THE WHOLE OF THE SECOND FLOOR

of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession. Apply to—**YEE SANG FAT & CO.,**
Same Address.
Hongkong, 7th October, 1907. 1627

TO LET.

NO. 4, QUEEN'S GARDENS—7 Rooms and 4 Bathrooms, lately colourwashed, painted and repaired throughout. Electrical fittings, &c. can be taken over at a valuation. Apply to—**H.,**
Care of DENISON, RAM & GIBBS.
Hongkong, 5th November, 1907. 1793

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon
Cheap rental.
Apply to—**SPANISH PROCURATION.**
Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply—**SECRETARY,**
A. S. WATSON & Co., Limited.
Hongkong, 23rd April, 1907. [800]

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON.
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.**
Hongkong, 1st November, 1907. [32]

TO LET—FURNISHED.

"SLEMISH" No. 101, The Peak.
Apply to—**Messrs. HASTINGS & HASTINGS,**
Solicitors,
33, Queen's Road Central, Hongkong.
Hongkong, 4th September, 1907. 1445

TO LET.

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—**JARDINE, MATHESON & Co., Ltd.**
Hongkong, 21st October, 1907. 169

TO LET.

A 9 ROOM HOUSE, with Tennis Lawn and out-houses. Good view of the harbour. 13, Macdonnell Road. Apply to—**DR. HO KAI, Barrister-at-Law,**
Des Voeux Road.
Hon Kong, 16th October, 1907. 1664

TO LET.

UPPER Level, TWO ROOMS, in private family. Tennis Court.
For particulars apply to—**E. H. L.,**
Care of "Daily Press" Office.
Hongkong, 29th October, 1907. 1735

TO LET.

GROUND FLOOR—No. 4, Des Voeux Road including a Strong Room and servants' quarters.
Apply to—**DAVID SASSOON & Co. Ltd.**
Hongkong, 9th October, 1907. 1632

TO LET.

TO LET.

TWO GODOWNS, No. 7, Wanchai Road, and No. 8, Praya East, at moderate rental.
Apply to—**WANCHAI GODOWN CO.,**
Wing Cheong Chan, Agent,
3, Connaught Road, West.
Hongkong, 2nd November, 1907. 1663

TO LET.

NOS. 2 and 5 Observatory Villas, Kowloon. Moderate Rental. Tennis Court and Electric Lights.
Possession 1st November, 1907.
Apply to—**ARRATON V. APCAR & CO.,**
45, Wyndham Street.
Hongkong, 5th October, 1907. 1620

TO LET.

"STONHEVED" 35, Robinson Road, Nos. 27, 31 and 33, SEYMOUR ROAD.
Apply to—**SAM WANG CO., LTD.,**
81, Queen's Road Central.
Hongkong, 22nd July, 1907. [103]

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Su table for storage of any kind of merchandise.
Apply to—**"K,"**
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.
Apply to—**HEWAN & CO.,**
Care of China Merchants S. N. Co.
Hongkong, 1st October, 1907. 1590

TO LET.

"HATHERLEIGH," CONDUIT ROAD.
OFFICES in King's Building and York Building.
GODOWNS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORRISON TERRACE.
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**
Hongkong, 1st November, 1907. 1160

TO LET.

SHOPS and FLATS in Des Voeux Road, Central.
No. 14, SALISBURY AVENUE, Kowloon.
No. 3, EAST TERRACE, Kowloon.
Apply to—**HUMPHREYS ESTATE & FINANCE CO., LD.,**
Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.
OFFICES on the Third Floor of "HOTEL MANSIONS" 3 ROOMS Corner over Messrs. KRUSE & CO. Fine position. Cheap rental.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor (over Caldwell MacGregor).
OFFICES in Queen's Road Central.
BELLILLO TERRACE HOUSES, ROBINSON ROAD.
"THE EYBLE" Peak (Furnished) for 3 Months from 1st September 1907. Cheap Rental.
BISHOP'S LODGE SOUTH (PEAK) Partly Furnished, Immediate Possession.
No. 1, MOUNTAIN VIEW (PEAK) Furnished. For 4 or 5 months from 1st December, 1907.
No. 6, DES VOEUX VILLAS (PEAK).
No. 2, BEACONSFIELD ARCADE.
No. 53, BELGIN STREET (Corner House).
Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Buildings.
Hongkong, 25th September, 1907. [102]

TO LET.

IMMEDIATE POSSESSION.
NO. 2, HOLLYWOOD ROAD.
Apply to—**ARRATON V. APCAR & Co.,**
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—**COMPRADORE'S DEPARTMENT,**
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [97]

TO LET.

TIANG YUEN 18A and 18B, Macdonnell Road, two storied Houses with Bathrooms, &c., at moderate rental.
Apply to—**WING CHEONG CHAN,**
3 Connaught Road West.
Hongkong, 16th October, 1907. 1662

TO LET.

GODOWNS Nos. 95, 96, 97 and 101, Praya East.
Apply to—**CHATER & MODY,**
Victoria Buildings.
Hongkong, 20th June, 1907. 1059

TO LET.

NO. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, Zeland Street.
No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—**LEIGH & ORANGE,**
1 Des Voeux Road.
Hongkong, 9th October, 1907. 94

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. &

SHIPPING.

ARRIVALS.

BANLADI, British str., 2,508, Jas Potter, 5th November—Singapore 20th Oct., General—Gibb, Livingston & Co.
INDRANI, British str., 3,225, Murdoch Macfarlane, 5th November—New York via Suez Canal 10th Sept., and Singapore 30th October, General—Jardine, Matheson & Co.
JACOB DIEDERICHSEN, German str., 623, Hansen, 4th Nov.—Palhoi and Hoihow 3rd Nov., General—Jensen & Co.
KWANGSE, British str., 5th November—Canton. KWANGTAN, Chinese str., 5th Nov.—Canton. MACAU, British str., 1,881, J. B. Mair, 4th November—Meiji 29th October, Coal—Dredge & Co.
PRINCESS ALICE, German str., 6,730, G. Roth, 5th November—Bremen and Singapore 1st Nov., Mails and General—Melchers & Co.
HOON, German str., 5,034, G. Meiners, 5th Nov.—Yokohama 28th Oct., General—Melchers & Co.
RUPA, British str., 1,611, R. W. Almond, 5th November—Manila 2nd Nov., General—Shevan, Tones & Co.
SIBERIA, American str., 5,655, A. Zander, 5th November—San Francisco 9th Oct. and Shanghai 3rd Nov., Mails and General—Pacific Mail S. S. Co.
NUBAGO, British str., 1,785, W. D. Welsh, 5th Nov.—Hongkong 2nd Nov., General—Jardine, Matheson & Co.
ESCHERICH, British str., 1,143, Sidford, 4th November—Newchwang via Chefoo and Weihaiwei 23rd Oct., Pass and General—Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office, 5th November.
BANLADI, British str., for Nagasaki.
Ellen Rickmers, German str., for Haiphong.
Indrani, British str., for Manila.
Pihavuk, German str., for Swatow.
Sohu Maru, Japanese str., for Swatow.

DEPARTURES.

5th November.
MAITAN, British str., for Swatow.
JOHANNES, German str., for Hoihow.
KUANGSE, British str., for Canton.
PAKHOI, British str., for Ningbo.
KLING, British str., for Singapore.
SINGAN, British str., for Hoihow.
SOLSTAD, Norwegian str., for Canton.
SECHVEN, British str., for Canton.
TIENSTEIN, British str., for Canton.
WILMINGTON, American gunboat, for Manila.
YOHOW, British str., for Shanghai.

VESSELS IN DOCK.

November 5th.
ABERDEEN DOCKS—**NEIL MELEED**, **FATHAN**, **AMIGO**, S. S. Enoch, **DERWENT**, **LEVIN**, **COSMOPOLITAN DOCKS**—**SHINANO MARU**.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING"
 Captain E. Fey, will be despatched for the above ports TO DAY, the 6th November, at 3 P.M., instead of as previously advertised.
 For Freight or Passage, apply to
DAVID SASSON & Co., Ltd.
 Agents.
 Hongkong, 4th November, 1907. 1738

COMPAGNIE DES MESSAGERIES MARITIMES.
 FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"POLYNESIAN"
 Captain Broc, will be despatched for the above ports on or about MONDAY, the 11th inst.
 For Freight or Passage, apply to
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 5th November, 1907. 2

THE RUSSIAN VOLUNTEER FLEET.
 FOR CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship
"KIEW"
 will be ready to load about Middle of November.
 For Freight or Passage, apply to
MELCHERS & Co.
 Agents.
 Hongkong, 25th October, 1907. 1712

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship
"EASTERN"
 Captain McArthur, will be despatched as above on SATURDAY, the 30th inst., at NOON.
 This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.
 This Steamer is installed throughout with electric light.
 A Steward and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
 Agents.
 Hongkong, 4th November, 1907. 1767

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship
"SCHUYLKILL"
 Captain Anderson, will be despatched as above on the 30th November.
 For Freight, &c., apply to
STANDARD OIL CO. OF NEW YORK.
 Oriental Freight Department,
 (Hotel Mandarins).
 Hongkong, 2nd November, 1907. 1721

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of ships, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong 6 1/2 miles between Hongkong and Kowloon "2," and those vessels berthed at the Kowloon Wharf "3," together with the number denoting the section.

Sections.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	G. W. Gordon	P. & O. S. N. Co.	About 6th inst.
LONDON & ANTWERP VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 18th inst., at Noon.
MARSEILLES, HAVRE & COPENHAGEN	ERNEST SIMONS	Swed. str.	—	Girard	MELCHERS & Co.	On 12th inst., at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	CANTON	Swed. str.	—	—	MELCHERS & Co.	On 15th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR &c.	SITHONIA	Ger. str.	k.w.	Brehmer	MELCHERS & Co.	On 25th inst.
NAPLES & GENOA VIA SINGAPORE &c.	ROON	Ger. str.	—	G. Meiners	MELCHERS & Co.	To-day, at Noon.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	ISCHIA	Ital. str.	—	Dini	CARLOWITZ & Co.	On 11th inst., at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	SILESIA	Ger. str.	k.w.	Bahle	CARLOWITZ & Co.	On 9th January.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	SCANDIA	Ger. str.	k.w.	v. Dohren	MELCHERS & Co.	About 21st inst.
NEW YORK VIA PORTS & SUEZ CANAL	CHINA	Aus. str.	—	A. Petris	MELCHERS & Co.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	OKRAN MOARCH	Rus. str.	—	—	STANDARD OIL CO.	On 30th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SCHUYLKILL	Brit. str.	—	Anderson	CANADIAN PACIFIC R. CO.	To-day, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 21st inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	2 m.	E. V. Roberts	DODWELL & Co., Ltd.	On 15th inst.
CALLAO AND IQUIQUE VIA JAPAN PORTS, &c.	KATHARINE PARK	Brit. str.	—	W. von Sanden	MELCHERS & Co.	To-morrow, at 5 P.M.
AUSTRALIAN PORTS VIA TINGPO, PORT DARWIN &c.	PRINCE WALDEMAR	Ger. str.	—	G. W. Eddy	GIBB, LIVINGSTON & Co.	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	Moarch	BUTTERFIELD & SWIRE	On 4th Dec., at 4 P.M.
YOKOHAMA AND KOBE	CHANGHIA	Brit. str.	1 m.	C. Lindberg	MELCHERS & Co.	On 25th inst., at 4 P.M.
JAPAN	PRINCE SIGISMUND	Ger. str.	—	D. Lous	MELCHERS & Co.	About 15th inst.
TIENTSIN	CHONGKING	Dut. str.	—	Justiz	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI (DIRECT)	RUEICHOV	Brit. str.	1 m.	T. H. Liskman	JARDINE, MATHESON & Co., Ltd.	To-day, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & POOCHOW	KWANGSE	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SHANGHAI, NAGASAKI, HIGO & YOKOHAMA	SOSHI MARU	Brit. str.	1 m.	A. Stott	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	PRINCES ALICE	Jap. str.	—	T. Suruga	OSAKA SHOSHEN KAISHA	To-day, at 7 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	SILSIA	Ger. str.	k.w.	G. Roth	MELCHERS & Co.	To-morrow.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMANG	Brit. str.	—	Bahle	HAMBURG-AMERIKA LINIE	On 8th inst., at Noon.
SHANGHAI	STREA	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	About 7th inst.
SHANGHAI, KOBE & YOKOHAMA	CHONGKING	Brit. str.	—	D. C. Grigor, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 4 P.M.
SHANGHAI, YOKOHAMA, & KOBE	POLYMERIN	Frean. str.	—	Spencer Wilde	MELCHERS & Co.	About 11th inst.
SHANGHAI, KOBE & YOKOHAMA	DORTMUND	Ger. str.	k.w.	Broc	P. & O. S. N. Co.	About 15th inst.
SHANGHAI VIA SWATOW & AMOY	SIAM	Dut. str.	—	K. A. Peters	MELCHERS & Co.	On 20th inst.
SWATOW, AMOY & POOCHOW	DAN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 10th inst., at 9 A.M.
SWATOW & SHANGHAI	BAIUN	Brit. str.	2 h.	A. J. Robson	DOUGLAS LARSEN & Co.	To-morrow, at 4 P.M.
SWATOW & SHANGHAI	KUANGSE	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SWATOW & SHANGHAI	KANSU	Brit. str.	1 m.	J. Speed	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SWATOW & SHANGHAI	TIENTSIN	Brit. str.	1 m.	Monkman	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SWATOW & SHANGHAI	SECHVEN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SWATOW & SHANGHAI	SHAOHUNG	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
SWATOW & SHANGHAI	YOHOW	Brit. str.	1 m.	Imbrie	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
HOIHOW & HAIPHONG	CHIBEL	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	R. Almond	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 4 P.M.
MANILA VIA AMOY	RUPI	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 16th inst.
MANILA (DIRECT)	ZAFIRO	Brit. str.	—	E. Finlayson	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
CEBU & ILOILO	KAFONG	Brit. str.	1 m.	R. Houghton	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 4 P.M.
SUNDARAN	MALANG	Brit. str.	—	F. Semblil	MELCHERS & Co.	Beginning of November.
KUDAT & SANDAKAN	ROBENO	Brit. str.	—	E. Fey	DAVID SASSON & Co., Ltd.	To-day, at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	W. E. Saver	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	POOKANG	Brit. str.	—	Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAYA PORTS	TIJIPANAS	Dut. str.	—	—	—	—

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila via Amoy	On 8th November.
ZAFIRO	2540	A. Fraser	Manila direct	On 16th November.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 6th November, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "OCEAN MONARCH" ... On 8th November.
 For freight and further information apply to
SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 2nd November, 1907. 16

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOETENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 DESTINATION STEAMERS DATE OF SAILING.
 SHANGHAI, YOKOHAMA and KOBE "SIAM" ... End of November.
 MARSEILLES, HAVRE and COPENHAGEN "CANTON" ... End of November.
 For Further Particulars, apply to
MELCHERS & Co.
 AGENTS.
 Hongkong, 1st November, 1907. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR STEAMERS TO HAIL.
 SHANGHAI, YOKOHAMA, KOBE & MOJI "CHEONGSHING" Wed. 6th Nov. 10 A.M.
 SANDAKAN "NAMANG" ... Friday, 8th Nov. 10 A.M.
 SHANGHAI "MAUSANG" ... Friday, 8th Nov. 4 P.M.
 MANILA "CHOYANG" ... Friday, 8th Nov. 4 P.M.
 SINGAPORE, PENANG & CALCUTTA "LOONGSANG" ... Friday, 8th Nov. 4 P.M.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single & 65. Return \$100.
 Penang " " " " 150.
 Calcutta " " " " 250.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**
 GENERAL MANAGERS.
 Hongkong, 4th November, 1907. 18

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
* SHAWMUT	9,606	E. V. Roberts	On 15th November.
* TREMONT	9,606	T. W. Gartick	On 10th December.
* SUVERIC	6,232	W. Shotton	On 4th January, 1908.
* KUMERIC	6,232	Cowley	On 28th January, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 * The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.
 For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 1st November, 1907. 7

PACIFIC EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 1st November, 1907. 7

HAMBURG-AMERIKA LINIE PASSENGER SERVICE.

BY the new steamers, "BREMANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with furniture, Laundry on Board. Doctor and Stewardesses carried.
 These steamers call at PLYMOUTH homeward, at SCUTAMPON outward and at NAPLES in both directions.
 In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.
 OUTWARD.
 FOR SHANGHAI, KOBE, YOKOHAMA.
 SILESIA ... 7th November.
 SCANDIA ... 2nd December.
 FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE & HAMBURG.
 SILESIA ... 11th December.
 SCANDIA ... 9th January.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
 SILESIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 7th Nov.
 DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Nov.
 SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.
 C. FRED. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.
 NEXT SAILINGS HOMEWARD:
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden & Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.
 SITHONIA ... HAVRE & HAMBURG ... 25th Nov.
 SILESIA ... NAPLES, HAVRE & HAMBURG ... 11th Dec.
 SCANDIA ... HAVRE & HAMBURG ... 25th Dec.
 * Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amply lighted throughout by electricity. Duly qualified Doctor and stewardesses carried. Laundry on board.

VESSELS ON THE BERTH.

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR NAPLES, AND GENOA.
 (Without transshipment in Bombay.)

VIA SINGAPORE, PENANG AND BOMBAY.

(Taking cargo at conference rates less 2/6d and usual rebates.)

Having connection with Company's Mail Steamers to Messina, and LIGNORI also VENICE and TRIESTE, all MEDITERREAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALICAO. (Taking Cargo at through rates to PERIAN Gulf and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.

"ISCHIA."
 Captain Dini, will be despatched as above on MONDAY, the 11th Nov., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.
 Agents.
 Hongkong, 1st November, 1907. 4.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship.

"ERNEST SIMONS"
 Captain Girard, will be despatched for MARSEILLES, on TUESDAY, the 12th November, at 1 P.M.
 The Steamer connects at Colombo with one of the Co's Australian steamers bound for Marseilles via BOMBEY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "TOKIN" ... 28th Nov.
 S.S. "POLYNESIAN" ... 10th Dec.
 S.S. "TOURANE" ... 24th Dec.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 30th October, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship.

"ARCADIA."
 Captain A. L. Valentini, carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY, the 16th November at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on 28th December, 1907.
 Passages will be received at this Office until 3 P.M. the day before sailing. The content and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 4th November, 1907. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIUM AND TRIESTE (DIRECT), SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the Brazils, to PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship.

"CHINA."
 Capt. A. Petris, will be despatched as above on or about THURSDAY, the 21st November.
 This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight apply to
SANDER, WIELER & Co.
 Agents.
 Princes' Buildings.
 Hongkong, 31st October, 1907. 3

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).
 With option to Call at Mexican and other Coast Ports.

Steamers Tons
 "KATHARINE PARK" 5,000 End of Nov.
 "KAFATO

